

# The Pacific Commercial Advertiser

U. S. WEATHER BUREAU, FEBRUARY 11.—Last 24 hours' rainfall, .00.  
Temperature, Max. 76; Min. 70. Weather, fair to cloudy.

SUGAR—96 Degree Test Centrifugals, 3.36c; Per Ton, \$67.20.  
88 Analysis Beets, 8s; Per Ton, \$74.20.

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HONOLULU, HAWAII TERRITORY, MONDAY, FEBRUARY 12, 1906.

PRICE FIVE CENTS.

## AN EXPLOSION IN BERETANIA PUMP STATION

### Demoralizes the Plant--Gas From Oil the Supposed Cause--Make- shift for Water Supply.

A loud explosion shook the vicinity of Beretania and Alapai streets at 1:30 p. m. yesterday. The same instant a cloud of soot filled the air about the Beretania street pumping station, and a noise as of escaping steam followed.

A steam drum above the mauka boiler in the pumping station was blown up, presumably, according to the statement of the engineer in charge, from an accumulation of gas, emanating undoubtedly from a leak in the pipes feeding oil fuel to the furnaces.

The brick and cement work forming a jacket to the entire top of the two boilers in this portion of the building was demolished, and piles of bricks were thrown into the furnace room.

The force of the explosion, however, was confined to the boilers, which were strong enough in spite of the outward pressure to remain almost intact. The downward force of the explosion sent clouds of fire soot out into the furnace room, covering everything there under about two inches of the stuff.

The engineer on duty called for the remainder of the pumping plant staff, and all went to work at once to put the makai boiler in shape so that water could be supplied to the portions of the city dependent on this plant for its uses.

An hour after the explosion, the engineer in charge, in answer to a question as to what he thought was the cause, replied:

"We don't know yet, but surmise it was gas from the oil."

Since the plant was put in operation some years ago coal was used to generate power. About a month since oil was substituted for coal.

## JAPAN REACHING OUT FOR PACIFIC COMMERCE

(Mail Special to the Advertiser.)

WASHINGTON, D. C., Jan. 29.—The plans made by Japan for extending her commerce show that the militant spirit she displayed in the late war will be in evidence in more peaceful pursuits. Nothing is more remarkable about the Oriental Yankees than the quickness with which they grasp Western ideas and apply them to their own conditions. Japan is situated to the Orient as England to the Occident and everything points to her intention to become a great manufacturing nation, a great commercial nation and a great carrying nation. Colonization and sea power leading to commercial supremacy seems to be her motto. In the course of his speech on the shipping bill Senator Gallinger intimated that unless the mail subsidy to the American line running from San Francisco to Australia was increased he had it on good authority that the service would be suspended.

This line, according to Senator Gallinger, not only performs the best service, but now receives the lowest compensation of all lines running to Australasian ports. The service is so swift and satisfactory that numbers of Australasian business men, even when bound to Europe, are brought en route to the United States. Since 1896 our exports to Australasia have increased almost 150 per cent, amounting to \$27,401,000 in 1904, which Senator Gallinger attributes "to the extraordinary efficiency and regularity of the ill-paid American steamship service out of San Francisco."

There is an apparently authentic report that Japan is reaching out for the Pacific mail steamers and has secured an option on them to be exercised unless the shipping bill passes. All familiar with the subject remember how the Pacific mail company has been compelled to exercise every ingenuity to meet the competition of the Canadian trans-Pacific lines. It has even been said that the Pacific mail steamers work their ships almost to our ports with Chinese crews and then bring them in with American crews, placing the Chinese on smaller craft until the ship starts on her return voyage, when they are picked up and worked to the Orient and back, when the same dodge is repeated. Under the Japanese flag there

would be no such difficulty and the subsidies would be more liberal.

While the United States at the height of her prosperity is hesitating to spend a few million dollars in subsidies, Japan, fresh from the tremendous financial drain of the late war and with half the population and incomparably less resources, is reaching out with an open purse for steamship lines. Secretary Wilson of the Tokio Legation has sent the State Department the particulars regarding two steamship lines now being established between Japan and South America with which this country is so anxious to open up communications. The first is a Japanese enterprise called the Toyo Kisen Kaisha, which already owns the America Maru, Nippon Maru and Hongkong Maru, sailing between China, Japan and San Francisco, by way of Honolulu. According to Mr. Wilson, two steamers of thirteen thousand tons each have been ordered by this company to be built at Nagasaki. The keel of one has already been laid and the two are expected to be completed within two years. Until they have their own steamers the company will employ chartered British vessels. It is expected that the new vessels, being so large, will be placed in the San Francisco trade and the three vessels mentioned will be run to South America. The route will be from Hongkong via Japanese ports to Honolulu and San Francisco, thence to Panama, Guayaquil, Callao and Iquique. The company counts largely on Chinese passengers and goods for South America, especially Chinese laborers for the development of Peru, while nitrates for fertilizers and Peruvian sugar are expected to furnish the return cargo. Commenting on the possibilities of this trade, Secretary Wilson says:

"It is not unlikely that an important commerce between Japan and the countries of South America may follow this opening of cheaper communication. The Japanese expect to find a market there for manufactured silk, matting, straw braid, straw hats, porcelain, fans, paper, matches, bamboo articles, lacquerware, wooden manufactures, etc. South American articles of export which would find a market in Japan are leather, hides, cotton, wool, nitrates, sugar, fodder and wheat. The starting of regular Japanese lines to South America indicates the far-reaching commercial enterprise of the Japanese and their determination to have a merchant marine of the first magnitude. With a large seafaring population, low wages, cheap coal and liberal government subsidies to steamship companies, the Japanese will reach out for a good share of the lucrative carrying trade of the world."

Evidently the Japanese believe that commerce follows the flag in peace as well as war.

## NAVY BILL IN CONGRESS

### Disposition to Cut the Appropriations Down.

(Mail Special to the Advertiser.)

WASHINGTON, D. C., Jan. 29.—The Navy Appropriation bill, Chairman Foss said today, will not be completed and reported to the House for over a month. It may not be before the middle of March. Already, however, there is evident in both branches of Congress a disposition to apply the pruning knife more rigorously than ever in recent years. Heretofore Chairman Foss has generally sided with the demands of the Navy Department and its large bureaus for very large appropriations. Now he is practically in accord with Speaker Cannon and other House leaders to keep the navy expenses down.

The House Committee on appropriations enforced the economy program in refusing to vote large deficiencies for navy bureaus on the bill which was passed last week. Chairman Tawney, who led in that work, said today that the figures had become appalling. "We have much to say," he added, "about what a great project the Panama Canal is. But we do not stop to think that it is costing us almost as much to run our navy every year as, according to present estimates, it will cost to build that canal."

Last year's naval appropriation law carried about \$102,000,000 and a large sum over and above that will be required to make up deficiencies. It would be several millions should Congress vote all the bureaus are asking. Congressmen are pondering over the proportions of those figures more than they were at the last session, when the chief objections were that the naval appropriations were preventing appropriations for public buildings and other local projects. Now their reasoning goes beyond that to a realization of how the expenditures for the navy have been growing and what a difficult thing it is going to be to check that increase.

For the first time there is something approaching unanimity of opinion in the Senate and House about what the program should be. Speaker Cannon and Chairman Tawney are not at odds about it, as they have been for the most part ever since Mr. Foss was put at the head of House Naval Affairs by Speaker Henderson. The House Navy Committee, too, is pretty much of one opinion on the subject, whereas heretofore there have been two factions, one for economical and the other for liberal expenditures.

Mr. Foss favors giving attention largely to the navy personnel in the bill his committee is now framing. He reasons that in the annual navy laws of the last few years great attention has been given to material features, like new ships and navy yards. He questions the advisability of authorizing, as several ships are now building and two, authorized last year, have not even been begun. He likewise thinks there should be decided curtailment of expenses in the navy yards, where according to the department's figures, only about \$6,000,000 worth of work is being done annually. The Committee has taken no action on these matters yet, but it is known that its members are largely in accord with their chairman's views.

The disposition is to blame the bureau chiefs for much of the present condition. Congress has followed their recommendations to a considerable degree. It has voted many millions for

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## ANIN'S CHE-FA BANK WAS CLOSED SATURDAY EVENING

### Leading Gambling Headquarters Quits the Game While the Grand Jury Probes the Question.

Anin's che-fa bank is closed.

On Saturday afternoon the usual riddle was not sent out from Anin's gambling headquarters, and astonishment among its numerous patrons far exceeded their regret that they would have no further opportunity to woo the fickle goddess of chance.

The probing of the grand jury has doubtless touched Anin closely, and his advisers no doubt told him that it was time to close up, at least temporarily, for unless the grand jury succeeds in getting at the main backers of the che-fa games, and if the police are as dormant and unenergetic in raiding the games as they have been in the past. Anin will undoubtedly open up again as soon as the storm blows over.

Anin and his crowd no doubt hope that it will be a case of the storm blowing over. It is believed, however, that the storm is sweeping along the gambling hui track and that it will carry destruction in its wake.

From the run of talk in Chinatown it is believed also that the other che-fa banks may close temporarily.

## HONOLULU IS NOT FAIR

### According to Complaint Made by Captain Connor.

Fifty per cent. of the harbor and channel dredging has been completed, and by June the whole job will be finished with an average depth all around of thirty-five feet. The work will have consumed eight months' time, although the contract gives the contractors twenty-eight months.

But if the contractors are saving money by doing this important piece of work in so short a time, they certainly do not feel that it is due to any assistance from Honolulu. In fact, Captain Connor, who represents the San Francisco Bridge Company which secured the contract from the Federal government, states very positively that Honolulu has apparently placed every obstacle in the way of successful dredging that lay in their power.

"Everybody seems to have taken a hand in knocking us in one way or another," said Captain Connor last evening. Captain Connor has been just a little hot under the collar lately, and especially since the Pacific Mail Steamship Company commenced suit in the local courts against his company in general and the dredger Pacific, in particular, for \$25,000 for alleged damages growing out of the S. S. Siberia picking up a wire cable on her propeller in the harbor several weeks ago, and which they allege belonged to the Pacific.

"I am just as strongly of the opinion now as before that that wire cable never came from the Pacific, or even that it had ever been attached to the Pacific. If anybody wants to go over to our workshop in the Ewa end of the harbor I will show them about ten tons of wire cables which we have picked up on our cutter. They certainly never belonged to us. Wire cables strewn the bottom of the harbor from one end to the other."

"It looks to me as if the Pacific Mail S. S. Co. is trying to saddle the blame on us just to make us pay their dockage fees here for the next two years."

"The work we are doing is practically to favor the Pacific Mail Company so that their big steamers may maneuver about in the harbor without fear of running upon snags or bumping on unexpected sand heaps."

"We have twenty-eight months in which to complete this job. Yet we can finish it by the end of June, if we want to. We would have a perfect right to linger along on the work to the end of the twenty-eight months if we chose. That would only hinder the Pacific Mail business if we did, and yet we would be justified in working to the end of our allotted time. I say justified, but I don't believe we would do this. We want to give the people here an enlarged harbor at the earliest practicable date."

"It seems that, just because we are a foreign company which secured a contract in Hawaiian waters, everybody must try to stop our work. We have been ordered off unoccupied lands where we had piled some of our pipes. For what reason I don't know, except general cussedness, I guess. Those lands have not been occupied heretofore."

"Then the merchants have made us pay the topnotch prices for everything. For instance, there was a package we

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## CALABRIA IS AGAIN SHAKEN

### New Yorkers Petition the President for the Preservation of the Niagara Falls.

(Associated Press Cablegrams.)

ROME, February 12.—An earthquake has caused serious damage in Calabria.

It is only a few months since Calabria was before terribly shaken up by an earthquake, with great loss of life and property. The Compendium of Calabria is in the extreme south of Italy, constituting the "boot" of that country as from its shape it is called in the teaching of geography. It contains an area of 5819 square miles and has a population of about one and a half millions.

## WAR FROM CONFERENCE FAILURE IS NOT FEARED

LONDON, February 12.—It is probable that the Moorish conference will prove abortive, though war is not feared in consequence.

## FOR SAVING NIAGARA FALLS.

WASHINGTON, February 12.—A petition from 2500 residents of New York for the preservation of Niagara Falls will be presented to President Roosevelt today.

This action of New Yorkers is at least one definite outcome of the agitation that has been carried on, more or less desultorily, on both sides of the international boundary for some years to have the great cataract protected from spoliation by the tapping of the Niagara River above for the purposes of generating electricity.

## POLISH CHURCH RIOT.

CHICAGO, February 12.—In a riot that took place in a Polish church here, one person was shot and several were injured.

## PRINCE OF THE CHURCH DEAD.

AUTUN, France, February 12.—Cardinal Perrano is dead of pneumonia.

## BOMB THROWN BY A BOY.

WARSAW, February 12.—A bomb thrown by a boy killed four gendarmes.

## NEW YORK BUSINESS MAN DELIGHTED WITH HONOLULU

Mr. Paul MacCormac of New York has just returned from a visit to the Volcano of Kilauea. To see the great attraction of the Hawaiian Islands, he traveled all the way from New York City, and is satisfied that he did so. Mr. MacCormac is accompanied by his wife, and they are domiciled at the Hawaiian Hotel.

"I was here between four and five years ago," said Mr. MacCormac last evening. "I notice a wonderful improvement in the city. There are many large buildings which have been erected since I was last here. In fact, the Hawaiian was the only hotel in the city. Honolulu is certainly growing fast."

"Every winter we leave New York to get away from the cold, and go to a warmer climate. The climate of these islands is superb and strikes me just right. As for the volcano, I wouldn't have missed that. It is worth seeing and anybody coming to Honolulu should not leave until they have made the trip to Kilauea."

Mr. MacCormac is interested in automobiles, both from the pleasure they give him and from the commercial standpoint, for he is interested in a company in New York and Brooklyn which turns out automobile trucks.

"I am having a racing machine—a Pope-Toledo—built, to be delivered in March," continued Mr. MacCormac. "It is a 15-horse power machine and one which can cover fifty miles an hour easily. I don't like to take anybody else's dust. In fact, nobody does, and for that reason I like to have a road machine which can go just a little faster than the next fellow's. I ride over to Springfield, Mass., a good deal,

and automobilism from New York there is ideal. That is a hundred and fifty mile run and a fine road nearly all the way."

"Automobiles will never become common, as bicycles are. The original cost of a machine, of course, amounts to considerable, and even the cheaper machines cost as much as a horse and buggy. However, there is much in favor of the automobile. I used horses a good deal before I went into automobilism and I certainly will never go back to horses."

"My 1906 model Winton, which I purchased in November, has a New York license number in the twenty-four thousands. Since then I suppose a couple of thousand more license numbers have been issued, so you see what a tremendous number of machines there are in New York alone. They are crowding out horses rapidly."

## OREGONIANS WILL RETURN TO HOMES

The Oregon delegation of tourists now in the city will be greatly diminished this week, as many plan to return on the Alameda and Manchuria to the Coast. Most of the Oregonians have been here several weeks, some two or three months, and all are enthusiastic over the islands. Among those to leave are Mrs. Atkinson and daughter, Mrs. Orwin, Mrs. Lytle, Miss Lytle, Mr. and Mrs. Davies, Miss Arline Davies, Mr. Jennings, Miss Jennings. All hail from Portland.